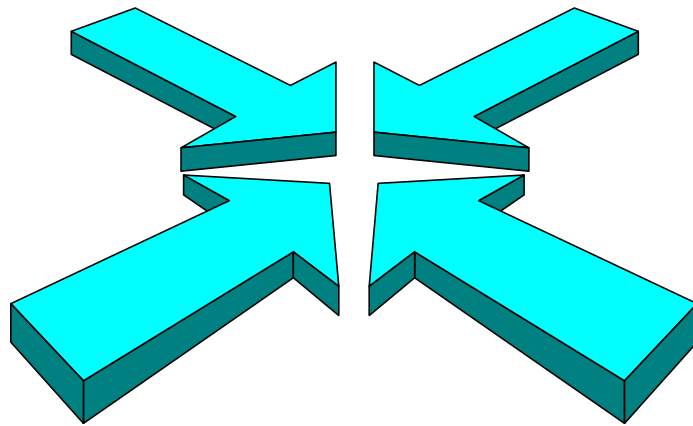


**MISSION STATEMENT
FOR THE
TRANSPORTATION CABINET
AND THE
GOALS AND OBJECTIVES
OF THE
1999
STATEWIDE
TRANSPORTATION
PLAN**



THE MISSION OF THE TRANSPORTATION CABINET AND THE GOALS AND OBJECTIVES OF THE 1999 STATEWIDE TRANSPORTATION PLAN

The mission of the Kentucky Transportation Cabinet centers on four positive attributes that are expected of any transportation system: safety, efficiency, environmental soundness, and fiscal responsibility. The Cabinet shall also provide "...a transportation system which promotes economic growth and enhances the quality of life in Kentucky." One of the strategies that will be used to achieve this mission will be to properly identify, evaluate, coordinate, prioritize, and communicate transportation needs. This strategy generally describes the statewide transportation planning process. This strategy will be enhanced by including the federal transportation initiatives found in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, further enhanced by the National Highway System Designation Act of 1995, and continued and refined by the Transportation Equity Act for the 21st Century (TEA-21). It will attempt to respond to future legislation and regulations as necessary.

The statewide transportation planning process has its roots in the mission and goals of the Kentucky Transportation Cabinet and the objectives of the federal transportation initiatives of ISTEA and TEA-21. The *Statewide Transportation Plan* will reflect the results of a continuous, cooperative and comprehensive statewide transportation planning process and will be the basis for the development of the *Statewide Transportation Improvement Program*.

Based on the Transportation Cabinet's mission and the objectives of the federal transportation initiatives, four goals have been identified for the statewide transportation planning process and its *Statewide Transportation Plan*:

Goal 1	Preserve and Manage the Existing Transportation Infrastructure to Ensure Mobility and Access
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Maintain and/or upgrade the existing infrastructure to an acceptable level of service and manage the existing system to realize improved efficiencies.

Goal 2	Support Economic Development by Providing System Connectivity in Kentucky's Transportation System
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Enhance the connectivity of the individual modes with the business and economic centers of the state and improve the connectivity between the modes both within the state and as an integral part of the intermodal system for the nation.

Goal 3	Strengthen Customer Relationships through Coordination and Cooperation in the Transportation Planning Process
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Establish or improve relationships with the wide variety of local, regional and private interests, striving to encourage the involvement of traditionally underserved communities, particularly low-income and/or minority communities, involved in or affected by the transportation planning process.

Goal 4	Enhance Transportation Safety and Convenience To Ensure Mobility and Access
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Improve the safety and convenience of Kentucky's transportation system for the benefit of motorized and nonmotorized users, serving the mobility needs of both people and freight and improve the quality of life for Kentuckians.

GOAL 1: Preserve and Manage the Existing Transportation Infrastructure to Ensure Mobility and Access

There is a tremendous investment in Kentucky's multimodal transportation system, which serves millions of daily users. With ever increasing demands on limited transportation resources, we must strive to preserve the infrastructure and manage the existing transportation system to increase efficiency. The following objectives outline the methods by which this goal will be achieved:

- Systematically replace, rehabilitate, and improve the highway infrastructure to provide an acceptable level of service for present and future traffic volumes. This will be accomplished by utilizing the results of the Pavement Management System (PMS) and the Bridge Management System (BMS). This will also be accomplished by using the results of the Highway Performance Monitoring System (HPMS) and the Traffic Monitoring System for Highways (TMS/H) to identify long-range capacity improvement needs.
- Continue to consider and interact with the Strategic Plans of other state and federal agencies and plan to interact with any future Strategic Plans as may be developed during the 20-year period.

- Increase the efficiency of the transportation system for both private and commercial motor vehicles by using advanced technologies and system management methods to reduce traffic congestion, improve traffic flow, and improve air quality. This will be accomplished through the use of data obtained from the Intermodal Management System (IMS), and the Intermodal Access and Freight Movement Study, the statewide planning and implementation of Intelligent Transportation Systems (ITS), utilization of technologies developed for Advanced Traveler Information Systems (ATIS) and the Commercial Vehicle Information and Safety Network (CVISN).
- Assist in the preservation of Kentucky's aviation system. This will be accomplished by following long-range comprehensive planning for the state as a whole and using available funding to make the necessary operational improvements, upgrade navigational aid and weather systems, and improve highway access to Kentucky's airport system.
- Systematically support the public transportation infrastructure to provide an acceptable level of service. This will be accomplished primarily through the Office of Transportation Delivery. Special emphasis will be given to identifying low income areas and areas with concentrations of those who are transportation disadvantaged, coordinating existing public transportation services through the Office of Transportation Delivery, analyzing the affect of proposed transportation corridor improvements on that service, and coordinating public and private transportation providers to provide goods and timely service to all rural areas at a reasonable rate.

GOAL 2: Support Economic Development by Providing System Connectivity

Connectivity within and among the various modes directly affects the effectiveness and efficiency of the total transportation system. Kentucky's success in the nation's economic development arena will depend on the extent to which our transportation system serves that need. In today's global economy, this connectivity is important in moving raw materials and finished products to and from destinations all over the world. The following objectives outline the methods by which this goal will be achieved:

- Develop sufficient highway and/or public transportation access to water ports and terminals, airports, rail facilities, intermodal facilities, major freight distribution points and military installations.
- Develop a transportation system, which will reflect the economic and demographic profiles of the Commonwealth as a whole within a 20-year period.
- Provide adequate connectivity between the major population and business centers located in Kentucky and surrounding states. Kentucky's interstate highways and parkways have opened virtually every region of the Commonwealth to economic opportunity, but many local communities within these regions still lack the quality transportation system necessary to attract new developments.

- Provide adequate connectivity between smaller population and business centers in Kentucky with the major population and business centers.
- Provide better access through improved intermodal connectors and access routes, increasing the economic potential for the smaller community.
- Develop improved access and highway signage for the recreation and tourism sectors of the economy. This will involve national parks, state parks, recreation and scenic areas, monuments, historic sites, scenic highways, and heritage trails.
- Establish and enhance the efficient integration and connectivity of the various transportation systems to increase the accessibility and mobility options available to people and for freight movement. This will be accomplished by using all the results of the Intermodal Management System (IMS), the metropolitan Congestion Management Systems (CMS), the Office of Transportation Delivery Program, the Intermodal Access and Freight Movement Study, the Kentucky Aviation Systems Plan, the State Bikeway Plan, and the Public Riverport Development, and Intermodal Access Study.

Goal 3: Strengthen Customer Relationships Through Coordination and Cooperation in the Transportation Planning Process

To continually improve Kentucky's transportation system, the transportation planning process must involve coordination among and cooperation with a multitude of transportation-related interests. The document that reflects the results of this process is the *Statewide Transportation Plan*. The following objectives outline the methods by which this goal will be achieved:

- Coordinate and cooperate with the Metropolitan Planning Organizations (MPOs) who are responsible for transportation planning in the seven urbanized areas (Louisville, Northern Kentucky, Lexington, Owensboro, Ashland, Henderson-Evansville, and Ft. Campbell-Clarksville). The Cabinet will coordinate the transportation plans, programs, and planning activities between the MPOs and rural areas. The result of these efforts will be the identification of long-range transportation improvements within the urbanized areas that will be consistent with and complement transportation improvements outside the urbanized areas, and which will ensure connectivity.
- Coordinate with the Division of Air Quality to assure compliance with the State Implementation Plan (SIP).
- Consult with local elected officials and local/regional planning agencies in areas outside the urbanized areas. The Cabinet will strive to actively involve all partners and affected parties in an open, cooperative, and collaborative process, beginning at the earliest planning stages and continuing through project development, construction, and operations. The Cabinet will seek to ensure that those historically underserved by the

transportation system, including minority and low-income populations, are included in our outreach. The result of these efforts will be the identification of long-range transportation improvements outside the urbanized areas that will be consistent with and complement transportation improvements in the metropolitan areas.

- Ensure public involvement in the transportation planning process both within the urbanized areas and outside the urbanized areas. This will include public input during the identification of transportation needs and public review of transportation planning documents such as the *Statewide Transportation Plan* and the *Statewide Transportation Improvement Program*.
- Consider the overall social, economic, energy and environmental effects of transportation decisions and promote energy conservation while seeking to sustain and enhance the quality of life. Such considerations will include, but will not be limited to:
 1. Federal Water Pollution Control Act and the State Water Quality Guidelines.
 2. Federal, state, or local energy use goals and programs.
 3. Consideration of alternate forms of transportation and project alternatives that have fewer social and environmental impacts. Strive to train Cabinet staff in areas of environmental awareness and alternatives, including but not limited to, environmental justice, protection of water quality, wildlife habits and hydric soils.
 4. Preservation and enhancement of historic sites, prehistoric sites, and natural environments.
 5. Federal Clean Air Act. Kentucky has two metropolitan areas that are designated as moderate non-attainment for ozone: Louisville, consisting of Jefferson and portions of Bullitt and Oldham Counties; Boone, Campbell and Kenton. The MPOs for these metropolitan areas have a major responsibility to ensure that the MPOs' Transportation Improvement Plan (TIP) and Long-Range Plan (LRP) conform to Kentucky's Air Quality State Implementation Plan, as well as the Amended Final Conformity Rule Guidelines, September 15, 1997. The Cabinet's Divisions of Multimodal Programs and Environmental Analysis jointly complete the rural area analysis. Kentucky also has some areas designated as air quality "maintenance" areas by EPA. The counties listed in this category are Fayette, Scott, Daviess, Edmonson, part of Hancock County, the Ashland area, consisting of Boyd and a section of Greenup County, and the rural area near Paducah, consisting of Marshall and a section of Livingston County. Kentucky recognizes that this redesignation does not remove the responsibility of meeting the current conformity analysis requirements for "maintenance" areas. All nonattainment and "maintenance" areas are required to perform emission inventories, which are compared to emissions budgets contained in the State Implementation Plan. After review by Kentucky's Division of Air Quality, EPA and FHWA, plans which show emission inventories below the budget levels are designated as being in conformity.

Plans that have not been formally approved or exceed the budget levels are not designated as being in conformity. Currently three such areas exist in Kentucky:

- (a) Livingston and Marshall Counties: Approval of a conforming transportation plan is not foreseen in the near future as exceedances of the budget level exist for oxides of nitrogen.
 - (b) Jefferson, Oldham, and Bullet Counties: If the non-attainment area receives too many “exceedances” during the current ozone season, Louisville will be bumped from “Moderate” to “Serious Non-Attainment” Status.
 - (c) Greenup and Boyd Counties: The proposed conforming Transportation Improvement Plan (TIP) is under review by the FHWA and FTA at this time. Kentucky will strive to work in conjunction with the regional planning agencies to educate areas of the state not previously affected by air quality issues and to work toward achieving air quality goals of reducing nonattainment areas of the state.
- Consider and develop strategies for incorporating bicycle and pedestrian facilities in transportation projects across the state. The MPOs will address this in the metropolitan areas. This will be addressed outside the metropolitan areas by cooperation, coordination, and consultation among local/regional planning agencies, local elected officials, and the Transportation Cabinet. The incorporation of bike and pedestrian facilities will be encouraged within the design process. The development and coordination of bicycle and pedestrian facilities will be encouraged through Kentucky’s first State Bicycle Plan to be completed in Calendar Year 2000.
 - Preserve right-of-way for future transportation improvements.
 - Determine transportation improvement financing to maximize the impact of available financial resources. Such determinations may include: (1) identifying investment strategies designed to obtain the most efficient use of existing facilities; (2) developing investment strategies to improve adjoining state and local roads that support rural economic growth and tourism development; (3) implementing transportation improvements; and (4) when deemed appropriate, using innovative financing mechanisms such as value capture pricing, tolls, public-private partnerships, incremental tax financing, and privatization.

GOAL 4: Enhance Transportation Safety and Convenience to Ensure Mobility and Access

Safety and convenience have been transportation-related goals for many years. While the safety and convenience of Kentucky's transportation system are foremost in the minds of the millions of daily users, it is also very important to consider improving the quality of life for people in all regions of Kentucky. The following objectives outline the methods by which this goal will be achieved:

- Improve the safety of the transportation system to decrease the number of fatalities and injuries and the amount of damage to personal property.
- Increase the safety of the transportation system through the strategic deployment of Intelligent Transportation Systems (ITS). The use of ITS will allow the Cabinet to facilitate traffic flow and increase communication to the public of congested areas or temporary problems due to accidents or construction. The Cabinet will also increase safety of the transportation system through such commercial safety programs as the Commercial Vehicle Information and Safety Network (CVISN) and the Motor Carrier Safety Assistance Program (MCSAP).
- Cooperate with the railroads to improve, where appropriate, existing rail-highway at-grade crossings with enhanced protection devices.
- Identify and evaluate projects and strategies to expand or enhance public transportation services and increase usage of these services, with special emphasis on providing services to the transportation disadvantaged. With increased economic opportunity in mind and improved delivery of basic transportation services, providing adequate public transportation must be a strong consideration in all regions of the Commonwealth.